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SUPPLEMENT TO
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The following information on the procurement of rails and ties

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compiled at the Constructions Department of the Directorate General,
Railroads, Berlin:

1. Rails.

a. Old rails.

Dismantling of railroad station tracks	187.4 km
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Reconditioning of rails at:

Railroad repair shops	39.8 km
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Railroad rail depots	202.7 km
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Total: 429.9 km (1)

b. Deliveries of new rails prior to 22 July 1952.

By the Maxhuetten foundry at Unterwellenborn 8,089 tons

By Czechoslovakia 531 tons

Total: 8,620 tons (2)

2. Ties.

a. Old ties.

Ties obtained by the dismantling of
railroad station tracks 93,859 units

Ties obtained by the dismantling of every
second tie on dead-end sidings 20,774 units

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Ties obtained by the utilization of wooden isolated supports

56,200 units

Ties obtained by the utilization of concrete isolated supports (3)

5,050 units

Total:

175,883 units

b. New ties.

Prior to 22 August, 370,600 new ties were delivered. However, these ties will not be ready for crossotting before August/September 1952. The new production quota for ties was fixed at 1,400,000 units. (4)

3. A total of 1,240 km of rails will be required for railroad construction projects in 1952. As most of the dismantled rails were required for maintenance work on existing tracks, only 206 km of rails could be made available for new construction projects. For this reason, [redacted] more railroad station tracks will have to be dismantled. (5)

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[redacted] Comments.

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- (1) The dismantling of 180 km of trackage of railroad stations was reported previously [redacted]
- (2) Information that rails were delivered by Czechoslovakia is received for the first time. However, the quantity delivered is very small and is adequate for a trackage of 5 or 6 km, if it is assumed that the rails were heavy type. About 90 to 100 km of trackage could be constructed with the total of new rails delivered to the East German railroad administration.
- (3) These isolated supports are 1 meter long and installed as longitudinal ties under the rails. The utilization of this type of supports makes it possible to dismantle about one third of the cross-ties, which is equivalent to about 300 units per kilometer. [redacted]
- (4) The data indicate that a total of about 546,600 ties was available in July 1952. This amount covers only one third of requirements. [redacted] only 240,000 ties were required for 1952 railroad construction projects. [redacted]. The increase of ties required to 1.4 million units was caused by the Nordring Berlin project work on which was started in 1952 contrary to previous plans.
- (5) [redacted] a total of 1,300 km of rails, adequate for 650 km of trackage, was required for 1952 railroad construction projects.

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